

Safety (S. 1505) was approved with a substitute amendment offered by Senator PRESSLER. The compromise amendment language was crafted through the leadership of Senators PRESSLER and EXON. It was also co-sponsored by Senators STEVENS, HUTCHISON, INOUE, FORD, BURNS, and BREAUX. It is now ready for consideration by the full Senate.

The negotiations involved many, and included various offices within the Department of Transportation. The major trade organizations ranging from the American Gas Association, the Interstate Natural Gas Association of America, the American Petroleum Institute, the American Public Gas Association, to the Association of Oil Pipe Lines participated as well. Valuable Assistance was also received from the dedicated staff of the Congressional Research Service. Input was also received from state and environmental groups like the National Association of Pipeline Safety Representatives, the Natural Resource Defense Council, and the Environmental Defense Fund. The negotiations were both challenging and productive. I want to compliment the staff from the Department of Transportation for their constructive and collaborative participation.

The major stakeholders are all in agreement—the substitute amendment is sound public policy. And this week the Commerce Committee also spoke when it unanimously approved the substitute. Senator PRESSLER has produced a real consensus which respects the interests and concerns of all the stakeholders and furthers the safety of America's interstate natural gas lines.

The natural gas industry is important to America and I want to share with my colleagues just a few statistics to explain why the full Senate needs to act on this legislation; First, 160 million Americans live in gas heated buildings; second, \$10 billion is spent annually by America's gas industry for construction that uses enough pipe to almost circle the globe; third, America's natural gas system consists of over 1.2 million miles of pipe or enough to circle the earth 48 times; and fourth, there are over 600,000 Americans working in all aspects of this industry. The numbers speak for themselves—the natural gas industry is big business. It impacts many, and it has a huge presence in America.

I want to be clear; this legislation will codify a limited and targeted risk assessment, cost-benefit regulatory approach. It is consistent with both the Administration's principles and the goals of Congress. The bill's approach is a practical and responsible arrangement and is fully supported by the Office of Pipeline Safety. This legislation will also permit demonstration projects where flexibility from the one-size-fits-all mentality is permitted in a way which mandates that safety and environmental concerns must equal or exceed existing standards. It opens avenues for creativity, but demands strict

accountability. This legislation will fund the Office of Pipeline Safety into the next century.

In response to past criticism, I also want to be clear; this bill does not alter the basic statutory structure for the Federal Government's oversight of the interstate industry. The new steps in the regulatory process will cause neither undue delay nor excessive costs. In fact, they are designed to provide better tools and management indicators for informed rulemaking in the future. This front end analysis will make government oversight more effective and efficient. Also the Secretary of Transportation has specific authority to ensure that the demonstration projects maintain existing safety standards. And finally, the new funding levels reflect the amounts stated by administration officials during the Commerce Committee's hearing.

This bill recognizes that new approaches to pipeline safety are possible without jeopardizing either the public's safety or the environment. It allows sound and the most up-to-date science, as well as common sense and flexibility when standards are established. More importantly, the process codified in this bill will be accomplished by building cooperative consensus through real consultation with all affected parties to avoid lengthy wasteful litigation.

The bottom line displayed by the modified bill, through the good work of Senators PRESSLER, EXON, HUTCHISON, and BREAUX, is that government and industry can produce a genuine natural gas partnership that is good for all Americans. I eagerly look forward to seeing this bipartisan consensus bill considered by the full Senate as soon as possible.

Let me conclude by saying safety on America's interstate natural gas pipelines will be enhanced by this legislation. I also want to underscore that environmental protection along America's pipeline right-of-ways will also be enhanced.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business Thursday, June 6, 1996, the Federal debt stood at \$5,139,284,273,926.72.

On a per capita basis, every man, woman, and child in America owes \$19,392.31 as his or her share of that debt.

MESSAGES FROM THE HOUSE

At 10:55 a.m., a message from the House of Representatives, delivered by Ms. Goetz, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 3562. An act to authorize the State of Wisconsin to implement the demonstration project known as "Wisconsin Works."

The message announced that pursuant to the provisions of section

389(d)(2) of Public Law 104-127, the Speaker appoints the following as members from private life on the part of the House to the Water Rights Task Force: Mr. Robert S. Lynch of Phoenix, AZ, and Mr. Bennett W. Raley of Denver, CO.

MEASURE REFERRED

The following bill, previously received from the House of Representatives for the concurrence of the Senate, was read the first and second times by unanimous consent and referred as indicated:

H.R. 2160. An act to authorize appropriations to carry out the Interjurisdictional Fisheries Act of 1986 and the Anadromous Fish Conservation Act; to the Committee on Commerce, Science, and Transportation.

MEASURES PLACED ON THE CALENDAR

The following measure, previously received from the House of Representatives for the concurrence of the Senate, was read the first and second times by unanimous consent and placed on the calendar:

H.R. 3235. An act to amend the Ethics in Government Act of 1978, to extend the authorization of appropriations for the Office of Government Ethics for three years, and for other purposes.

MEASURE READ THE FIRST TIME

The following bill was read the first time:

H.R. 3120. An act to amend title 18, United States Code, with respect to witness retaliation, witness tampering, and jury tampering.

PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-574. A joint resolution adopted by the Legislature of the Fourth Olbil Era Kelulau; ordered to lie on the table.

"H.J. RES. NO. 4-112-14

"Whereas, the late U.S. Commerce Secretary Ronald H. Brown was born in Washington, D.C. on August 1, 1941; and

"Whereas, the late Commerce Secretary Brown was married to Alma Arrington and had two children, Tracey and Michael; and

"Whereas, in 1962, the late Commerce Secretary Brown received a Bachelor of Arts degree from Middlebury College in Vermont; and

"Whereas, from 1963 to 1967, the late Commerce Secretary Brown served in the U.S. Army as a Captain; and

"Whereas, in 1970, the late Commerce Secretary Brown received a Juris Doctor degree from St. John's University School of Law in New York; and

"Whereas, in 1972, the late Commerce Secretary Brown taught Community and Poverty law as a visiting professor at the State University of New York; and

"Whereas, from 1976 to 1979, the late Commerce Secretary Brown worked as the legislative chairman of the Leadership Conference on Civil Rights; and